fisheries harbours) and textiles are taken into account.

(c) and (f) Yes Sir, the road and rail facilities within the port area form part of the development plans of major ports. Outside port area, the development of rail transport and National Highways are included in the Central Sector, while the State Road are developed by the concerned State Governments.

Ports Operation by State Governments

3051. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the State Government have been permitted to allot ports for development of jetty and other berthing facilities to the private parties; and

(b) whether the State Government will have their own ports and customs authorities to monitor the traffic and revenue?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Minor and Intermediary Ports are under the jurisdiction of the State Governments. Respective State Governments have to decide whether to allot ports or not for development of jetty and other berthing facilities to the private parties. However, the Customs authorities will belong to the Government of India.

Hindustan Shipyard Limited

3052. MISS SAROJ KHAPARDE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Hindustan Shipyard Ltd. (HSL) has earned operating profit this year;

(b) if so, the details thereof;

(c) whether the HSL. .has recently signed a number of agreements with various shipyards abroad;

(d) if so, the details thereof;

(e) whether the HSL also proposes to have its capital restructuring; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) HSL has estimated the operating profit (i.e. profit after depreciation but before interest) during the year 1993-94 to be Rs. 20.62 crores (provisionally).

(c) and (d) HSL signed an agreement with M/s Szczecin Shipyard, Poland on 15.3.94 for the supply of design documentation for passenger vessel being built for Andaman & Nicobar Administration.

(e) and (f) The proposal for capital restructuring of HSL is under consideration.

Accidents in Delhi

3053. DR. MURLI MANOHAR JOSHI:
SHRI TRILOKI NATH CHATURVEDI:
SHRI RAJUBHAI A. PARMAR:
SHRIMATI VEENA VERMA:
SHRI RAJNI RANJAN SAHU:
SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of deaths caused by accidents in 1993 and each month till 30th
June, 1994 with the break up of deaths
' caused by DTC buses, Red Line and other privately operated buses, trucks and other vehicles;

(b) whether the Delhi High Court had given certain directions with regard to the
redline buses, if so, the main directions and steps taken to implement them; and

(c) what are the main recommendations of the Marwah Committee and steps taken to implement them?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISI TYTLER): (a) As per informatio received from Govt, of Delhi 174 persons died in road accidents durin 1993-94. The detailed month-wise brcal up of persons killed from 1st April t 30th June, 1994 are as under:

Month	No. of persons kille				
	DTC buses	Red Line	Other Privately operated buses	Trucks	Other Vehicles
April	5	14	15	41	100
May	3	19	21	36	101
June	9	20	23	52	66

(b) The directions given by the Hon'ble Delhi High Court regarding Red Line buses are given At Statement-T(5ee *below)* and the steps taken for their implementation are given at Statement-ll *{See below).*

(c) The report of the Marwah Committee is under examination by Govt, of Delhi.

Statement-I

Directions of Delhi High Court:

1. Installation of speed governors in all the vehicles/buses plied in Delhi i.e. Redline, Blueline, Greenline, Whiteline, DTC buses, Chartered buses, school buses, tourist, private and mini buses, trucks, lorries, tem-poes, taxies, autorickshaws, and phutphuts, etc. within two weeks.
2. All the buses should be fitted with doors which are closed when the bus is in motion. The doors be fitted on or before 28th February, 1994.
3. All the buses and other vehicles normally plied on Delhi roads must obtain "Pollution Control Certifi cate" before 31st December, 1993. The certificates be affixed on the wind-screen of the buses. The cei tificate shall be renewed after thre months.
4. Each vehicle shall carry first-aid bo containing at least (Cotton, Bai dage, Loukoplast, a small scissor: and Airway for breathing). All bust to carry First Aid Box latest by the 10th December, 1993.
5. The drivers and conductors must t in proper uniform with a narr badge. All drivers and conductors t wear proper uniform latest t 31st December, 1993.
6. The S.T.A. shall publish joint time table for various routes on or befor 10th December, 1993.
7. The S.T.A. and Traffic Police would coordinate on the matters regardir fixing the radars for checking tl speed of the vehicles.
8. Five-days refreshers course (as ind cated in the affidavit of responde; no.2) is made compulsory for a drivers and conductors deployed c all buses. The respondents to ensun proper facilities of this course f< expeditious training of drivers ar conductors. Proficiency test for a drivers of heavy vehicles in heret

made mandatory and each drivers must undergo proficiency test at the Government Motor Driving Training School at Loni Road, Delhi before the 28th February, 1993.

9. All vehicles plying in Delhi must have certificate of fitness and this certificate of fitness must be ob tained by all vehicles on or before 31st December, 1993.

10. All buses/vehicles mentioned above, challaned for the first time for violating any of the aforesaid directions must be kept off the road for one month and if challaned for the second time, the vehicle shall be kept off the road for three months. And if the vehicles are challaned for three times, then the vehicles may not be permitted to ply on the roads. Liberty is granted to the owner of the vehicle to apply to the Committee for appropriate relief after the expiry of three months.

Pollution Control Certificate must be issued by a Committee after proper check up of the vehicle. Officials giving false certificate be prosecuted.

The Enforcement Wing of the Transport Department and other concerned authorities are directed to conduct randum checking to ensure proper compliance of the directions of this court.

The directions given by this court must be given full publicity for the benefit of all concerned, to ensure total compliance of these directions and no bus owner, driver, conductor may plead ignorance of the same. The respondent STA is directed to give full publicity to the directions given by this court for the benefit of the general public. Copies of the order be made available to the parties today itself.

We would like to place on record our deep sense of appreciation of Mr. Swatantra Kumar, learned counsel appearing for the petitioner and other learned counsel for providing extremely able assistance in the important public interest litigation.

Statement-II

Steps taken for lite implementation of directions of Hon'ble High Court

(i) Permit conditions for Stage Carriage buses have been modified in accordance with the orders of the Hon'ble High Court. Installation of Speed Governor and obtaining 'Pollution under Control' certificate after every 3 months has been made a permit condition for Red Line buses and permits are not renewed without Speed Governor installation certificate & Pollution Under Control Certificate.

(ii) The Red Line bus drivers and conductors are being imparted refresher course and proficiency tests at Govt. Motor Driving Training School of Transport Deptt. 2465 nos. of drivers/conductors of Public Service Buses have been imparted training till June, 1994.

(iii) 3572 number of buses including 2495 Red Line buses have got the speed governors fixed by 18.7.1994.

(vi) Transport Department, Delhi has taken action against 2053 vehicles till June, 1994 for non-compliance of Hon'ble High Court's directions. These vehicles have been ordered off the road for one month in compliance with the directions of Hon'ble High Court.

Roofless DTC Bus Stops

3054. SHRI O.P. KOHLI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that more than 70% of the Delhi Transport Corporation bus-stops in trans-Yamuna are roofless